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MRT news

newsletter of the MRT project

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MOVING TOWARDS COMPLETION



ALMOST THERE:
View of the platform level of
the Semantan Station with
various tests being carried
out involving the train.

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Defining The Roles Of
The Operator And Asset
Owner





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from the desk of the CEO

DATO' SRI SHAHRIL MOKHTAR

GETTING READY FOR OPERATIONS

HELLO. Welcome to the second edition of *MRT News* for Year 2016.

As we go past the half-way point of this year, the date when we are to begin operations for Phase One of the MRT Sungai Buloh-Kajang (SBK) Line draws closer. Indeed, the countdown has begun to the day in December when the 12 stations of the SBK Line between the Sungai Buloh Station and the Semantan Station will open their doors for the first time to the public.

It is therefore very appropriate that the cover story for this edition of *MRT News* focuses on the work taking place to make sure that the line is ready for operations.

The cover story shows the final works being carried out at the elevated stations. There is certainly a lot of activity going on, so much so that to an untrained eye, it may seem as if the work may not be completed on time. Rest assured that our engineers are keeping a very close watch on all that is going on and we should have everything that is necessary ready for the operations to run safely.

Most of the works now are focussed on signage; architectural finishing such as the internal wall cladding, ceilings and balustrades; building services such as lighting, fans, ventilation and sewerage system; and the electrical and mechanical system fittings and fixtures such as public announcement systems and electronic signboards.

At ground level, we can see the landscaping, station roads and lay-bys, and road reinstatement works being carried out.

The cover story is Part One of a two part story. Part Two, which will appear in the next edition, will cover the preparations for another very important facet of the MRT – the trains. So please look out for the next edition of *MRT News*.

Now is also good time for us to talk about the roles of MRT Corp and Prasarana Malaysia Berhad. What

exactly does it mean when we say that MRT Corp is the asset owner and Prasarana or its subsidiary is the operator? The story on the back page addresses this separation of roles very clearly.

As operator, Prasarana's subsidiary Rapid Rail Sdn Bhd will run the trains and feeder buses, and keep the revenue collected from fares. More importantly for the user, it will handle all customer relations as this essentially is a function of operations. It will also handle the regular maintenance of the assets.

For MRT Corp, our role as far as the SBK Line is concerned will become very much reduced. From developers of the line, we will become the owner of all the infrastructure for the line. When it comes to maintenance, we will be responsible for the big ticket items such as overhauling or replacement of items.

Following the MRT Handing Over and Operating Agreement which MRT Corp signed with Rapid Rail, all ancillary or non-fare revenue, such as advertising, retail rental and parking fees, will go to MRT Corp together with property development and Transit-Orientated Development. Government funding for the SBK Line will stop upon the line becoming fully operational. Non-fare revenue will thereafter be the only source of income for MRT Corp to cover the overheads related to the SBK Line.

In just a few months' time, our trains will start taking passengers. We at MRT Corp are feeling the excitement as we come closer to this historic moment.

I am sure you are just as excited as we are and I assure you that in no time, you will be able to enjoy Malaysia's newest and most modern train system.

Thank you.

Shahril



DID YOU KNOW THAT ...

THE trains of Keretapi Tanah Melayu's Electric Train Service (ETS), which run up to 140km per hour, are some of the fastest trains in the world running on the narrow metre gauge. Trains with higher speeds use either the standard gauge which is 1.435m or broader gauges.



Source: Wikimedia Commons "KTM Class 93"

FINAL WORKS FOR MRT STATIONS

By Leong Shen-li



GETTING THEM READY: Workers carrying out tests on the automatic fare gates at the Semantan Station.

In the first of a two-part series, MRT News looks at the final phase of construction works on the MRT Sungai Buloh-Kajang Line as it heads towards the start of operations by the end of this year. In this part, we focus on the activities to get the MRT stations ready.

PHASE One of the MRT Sungai Buloh-Kajang (SBK) Line between the Sungai Buloh Station and the Semantan Station will begin operations by December this year. With just months to go, the final phase of construction is moving at full steam to ensure that this target, which has remained unchanged since the beginning of the project, is achieved.

While construction work goes on for the entire line, it is currently concentrated along the northern elevated alignment which will be operational under Phase One. The depot with the Operations Control Centre is of course also buzzing with activity as the nerve centre of SBK Line is readied for operations.

Some of the most intense works are being carried out at the 12 elevated stations between the Sungai Buloh Station and the Semantan Station which will be the first stations to handle commuters.

With major civil works completed at all of these stations at the end of last year, work had been focussed on fitting the roofs and external works such as the steel cladding which cover the station structure.

These were major works which required massive cranes to lift material up to the stations' platforms as well as lift workers up to install these steel structures. As most of such work were done above roads, these activities could only be carried out at night as they involved road closures.

Other major works carried out at the exterior of stations were the construction of entrances, with all stations having at least two entrances and some having more. Besides staircases, these entrances would have escalators or lifts, making most of them disabled-friendly.

Some of these entrances were built across major roads or highways from the station proper, requiring them to be linked by pedestrian link bridges spanning across these roads. Most of these link bridges, which are steel structures, had been installed and were currently having architectural, mechanical and electrical equipment and facility installation works done.

Work to build and install ground-level facilities at the stations were also carried out. They included the construction of bus and taxi ranks as well as drop-off areas, with chairs for those waiting installed. These facilities are usually located at or near the station entrances.

Also being done were road works – building new ones as well as reinstating the original roads which had been closed or realigned during construction. Besides leading commuters to station entrances, bus and taxi lay-bys and



CONNECTION: Link bridges, such as this one at the Bandar Utama Station, have also been built to connect stations with multi-storey park and ride facilities.



AMPLE SPACE: View of the platform level of the Semantan Station, with the automatic platform doors, big-sized fans and lights already installed.

also drop-off areas, these roads would also be bringing commuters to new park-and-ride facilities.

While the works described above were carried out in complete view of the public, there was an enormous amount of work that was carried out inside the stations which were completely hidden from public view.

Most elevated stations have two levels - concourse as the lower level, and the platform level above. Each of these levels have specific electrical and mechanical systems and building services equipment which had to be installed.

At the concourse level, the main electrical and mechanical systems equipment being installed were the automatic fare collection gates which would ensure only commuters with valid tickets could board trains, ticket vending machines, customer service offices, public announcement system speakers and electronic displays which would show travel information such as train arrival times.

At the back of house, machinery and equipment were installed in rooms to enable the electrical and mechanical systems to operate.

Building services equipment, meanwhile, involved the installation of lighting, escalators, lighting, big-sized fans, air conditioning, electrical cabling and furniture (such as switches and plug-points), fire detection and protection equipment, utilities, plumbing and toilet fixtures



MIND YOUR STEP: Escalators from the concourse level to the platform level have already been installed at the Phileo Damansara Station.



COMFORTABLE: Chairs and fans have been installed at the platform level of the Kwasa Sentral Station.

and fittings.

Finally, we have architectural works such as the installation of floor tiling; glass balustrades at the edge of the concourse level, staircases and between the paid and unpaid areas of the floor; glass cladding over internal concrete walls and the baffle ceiling complete with panels and boxes for lighting.

Meanwhile for the platform level, the most prominent mechanical and electrical systems equipment would be the automatic platform doors. These were obviously installed as a safety feature and the doors would only open when a train stopped in the station and its doors completely aligned with the automatic platform doors.

Other equipment were similar to those at the concourse level including lighting, big-sized fans, public announcement speakers, fire detection and protection equipment and train information system.

When completed, the entire SBK Line would have a total of 289 escalators, 112 lifts and 292 big-sized fans to keep commuters cool at the concourse level and also the platform level while waiting for trains.

All work package contractors, station nominated sub-contractors and other subcontractors are currently working at full speed to finish off the works above. This is to ensure that the stations are fully functional when they greet their first commuters in December this year.



TOUCH POINT: The customer service office almost ready at the concourse level of the Semantan Station.



FULL SWING: Tiling work at one of the entrances of the Kwasa Sentral Station.



INFORMATION: Electronic display boards which will provide train information being tested at Kwasa Sentral Station.



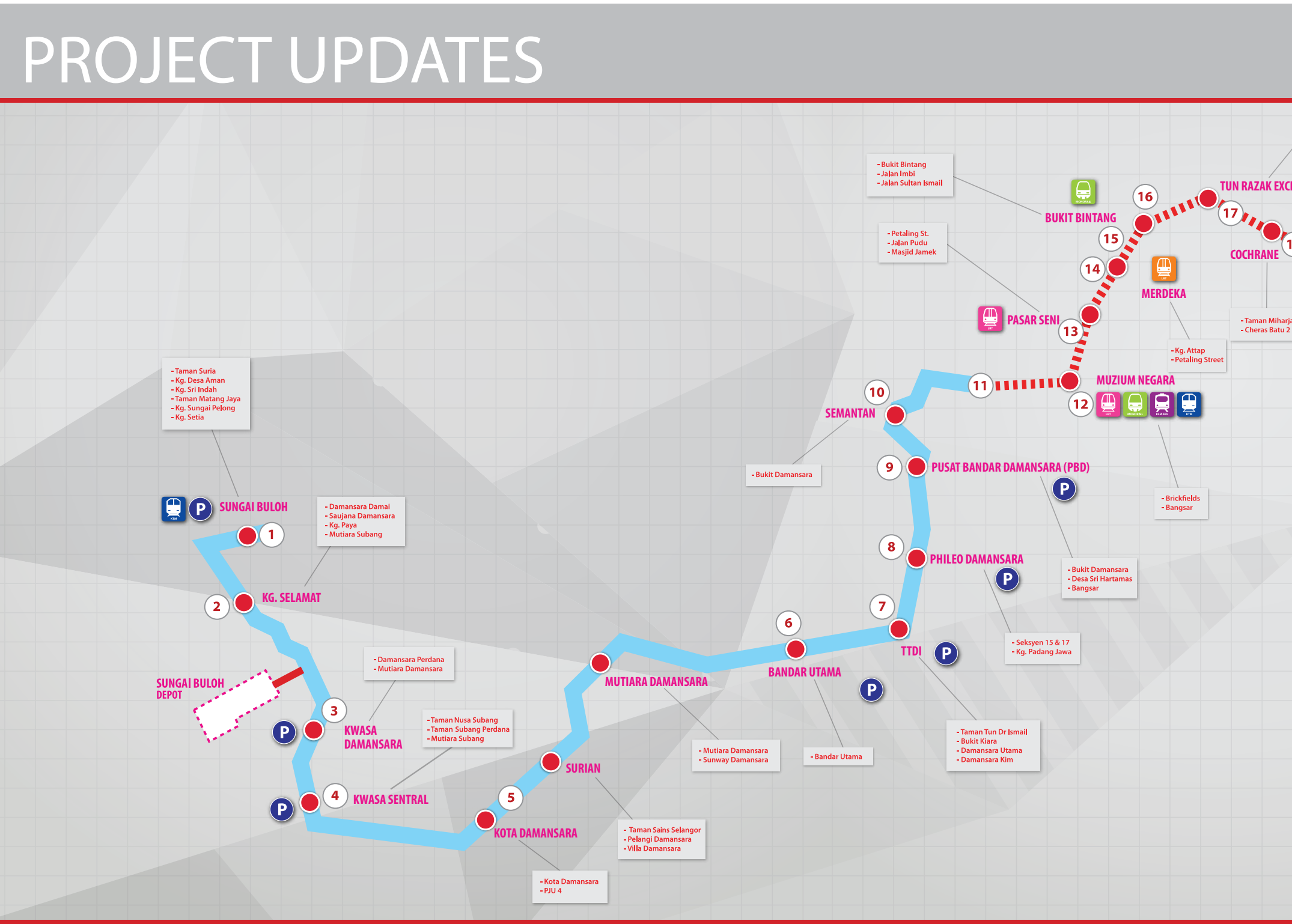
LAST MILE CONNECTION: Stations will have lay-bys for feeder buses, taxis and private cars to drop-off and pick up MRT commuters, such as at the Pusat Bandar Damansara Station seen here.



MANY BAYS: View of the Kwasa Damansara Station park and ride facility.



CONVENIENT: The Sungai Buloh Multi-Storey Park and Ride building which will serve both MRT and KTM Komuter users.



1

GOOD LINKAGE
View of the almost-completed common concourse linking the Sungai Buloh MRT Station (right) with the KTM Komuter Station.

2

CONVENIENT
The pedestrian bridge linking the Kampung Selamat Station and developments and other commercial areas across Jalan Sungai Buloh-Subang.

3

FUTURE DEVELOPMENT
View of the almost completed Kwasa Damansara Station with adjacent land being cleared as part of the Kwasa Damansara development.

4

AMENITIES
The Kwasa Sentral Station with its park and ride facilities and the road to Jalan Sungai Buloh-Subang (behind the station) being constructed as part of the Kwasa Damansara development.

5

GOOD PROGRESS
The Kota Damansara Station above Persiaran Surian having its entrances constructed.

11

TRACKS LAID
View of the completed track works inside the Intervention Shaft 1 at Bukit Persekutuan which will act as an escape shaft.

12

INSTALLATION IN PROGRESS
Fittings and other equipment such as escalators going into the Muzium Negara Station.

13

CONNECTIVITY
Staircase and the area for the future escalators that will link the underground Pasar Seni MRT Station with the elevated Pasar Seni LRT Station taking shape.

14

ON-GOING
Fittings and equipment being installed inside the Merdeka Station.

15

DEEP STATION
View of the Upper Concourse (top) and Upper Platform levels of the Bukit Bintang MRT Station.

21

BUSY LOCATION
View of the Taman Pertama Station located near the Bandar Tun Razak roundabout.

22

ACCESS DONE
View of the Taman Mutiara Station in Cheras with its entrance constructed.

23

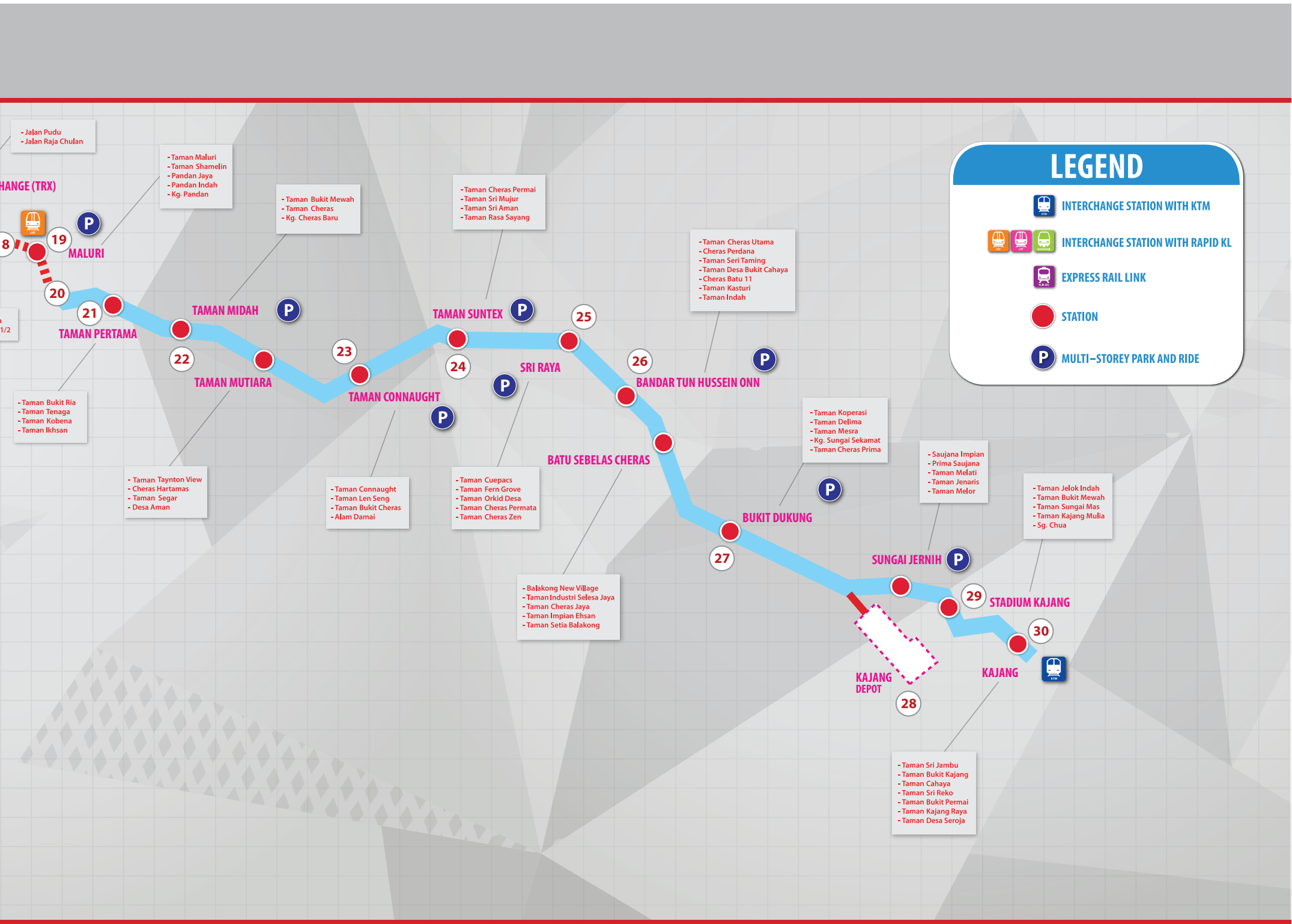
GOING STRONG
Construction of one of the entrances into the Taman Connaught Station in progress.

24

TRACK WORK
View of the tracks from the pocket track joining the main line tracks just before the Taman Suntek Station.

25

ALMOST DONE
The Sri Raya Station beside the Cheras-Kajang Highway having its final touches to its roof done.



6 IN PROGRESS
The Bandar Utama Station having its finishing touches done.



7 ACCESS
The entrances to the Taman Tun Dr Ismail Station being constructed.



8 LONG SPAN
View of the pedestrian bridge over the SPRINT Highway linking the Phileo Damansara Station with its Entrance A adjacent to the Phileo Damansara Commercial area.



9 ELEVATED
Aerial view of the Pusat Bandar Damansara Station in the evening, with the almost completed feeder bus and drop-off lay-bys (bottom).



10 ALMOST COMPLETE
Aerial view of the Semantan Station in the evening showing its entrance to Jalan Dungun (right).



16 EMERGENCY ESCAPE
View of the opening into Intervention Shaft 2 near the junction of Jalan Bukit Bintang and Jalan Raja Chulan which will act as an emergency escape shaft.



17 TOPSIDE
View of the backfilling of the station and above-ground structures such as ventilation shafts and entrances of the Tun Razak Exchange Station being constructed.



18 GOING UP
Equipment, fittings and other structures such as the customer service counter being installed inside the Cochrane Station.



19 TAKING SHAPE
The entrances for the Maluri MRT Station being constructed.



20 END OF THE TUNNEL
Tracks laid at the Maluri Portal, the southern end of the tunnel where it emerges from underground and continues as the elevated alignment to Kajang.



26 PARK AND RIDE
The park and ride facility for the Bandar Tun Hussein Onn Station being constructed.



27 COMING UP
The multi-storey park and ride facility for the Bukit Dukung Station taking shape.



28 SECOND HOME
View of the completed Kajang Depot, the second depot for the MRT Sungai Buloh-Kajang Line.



29 GOOD LOCATION
The Stadium Kajang Station, located next to Kajang town centre, is easily accessible from Kajang town centre.



30 BETTER ACCESS
The ramp linking the Kajang Station multi-storey park and ride facility (left) with Jalan Reko (right) being constructed.

FORMER SQUATTERS RECEIVE EX-GRATIA PAYMENTS

By Wallace Soh Chun Hwei

IT was a joyful moment for the former squatters who had been relocated to units in Peoples' Housing Project Complexes when they received their ex-gratia payments of RM2,000.00 from Mass Rapid Transit Corporation Sdn Bhd (MRT Corp).

On 24 and 25 May 2016, a delegation from MRT Corp led by its Director of Strategic Communications and Stakeholder Relations Dato' Najmuddin Abdullah visited the former squatters at the complexes in Kepong and Bukit Jalil to hand over the cheques.

Also present were representatives from MMC Gamuda KVMRT (PDP SSP) Sdn Bhd, the Project Delivery Partner for the MRT Sungai Buloh-Serdang-Putrajaya (SSP) Line, and officials from Kuala Lumpur City Hall (DBKL).

Similar to the practice which began with the MRT Sungai Buloh-Kajang (SBK) Line, MRT Corp gave RM2,000.00 ex-gratia payments to each qualified squatter household which had relocated from their former squatter settlement. The payment was made strictly based on the census conducted by DBKL.

The former squatters were previously living in settlements along Jalan Sultan Azlan Shah (formerly Jalan Ipoh), Pintasan Segambut and Pekan Sungai Besi, which were being cleared for the construction of the SSP Line.

Those who were not at home during the visits had a notice left at their doors informing them to contact MRT Corp to claim their ex-gratia cheques.



CHEQUE PRESENTATION: Najmuddin (second from left) handing over the ex-gratia payment to Encik Mohd Zahari Razali at his unit at the Pinggiran Bukit Jalil Peoples' Housing Project Complex. Witnessing the handover of the cheque was Encik Mohd Shamsi Mohamad, Inspector of Enforcement Department, DBKL (right), and MRT Corp Manager of Stakeholder Relations Mr Wallace Soh Chun Hwei (left).

Najmuddin expressed gratitude for the cooperation given by the squatters for relocating from their former houses.

"Not to forget DBKL officials who had given their full coordination in the entire process of identifying and relocating these squatter households. MRT

Corp is very thankful to them too," he added.

He said MRT Corp and the PDP will continue to work closely with DBKL to facilitate the relocation of squatters who were living in settlements which would have to be cleared for the development of the MRT project.



JOB DONE: Najmuddin (eighth from left) posing with DBKL Enforcement Department and Economic Planning, DBKL Development Department officers and staff from MRT Corp and MMC-Gamuda KVMRT (PDP SSP) Sdn Bhd after handing over the ex-gratia cheques at the Pinggiran Bukit Jalil Peoples' Housing Project Complex.



ALL SMILES: Former squatters feeling happy after receiving their ex-gratia payments from Najmuddin (third from right) at the Pinggiran Bukit Jalil Peoples' Housing Project Complex.

SECOND MRT YOUNG ENTREPRENEURS PROGRAMME TAKES OFF

By Rizal Redzuan



ROLE MODELS: The MYEP I Graduates holding their certificates and posing for a photo with Dzulkipli (front row fourth from left) Shahril (front row fifth from left) and Ahmad Asri (front row third from right).

FOLLOWING the success of the first programme, Mass Rapid Transit Corporation Sdn Bhd (MRT Corp) launched the second MRT Young Entrepreneurs Programme (MYEP II) on 11 May 2016 which saw some 60 young Bumiputera graduates participating.

Under the programme, the graduates will undergo training and later, form companies which will then be awarded contracts by the work package contractors of the MRT Sungai Buloh-Serdang-Putrajaya Line (SSP) Line.

The event was held at MRT Corp Corporate Headquarters at Bukit Damansara, Kuala Lumpur.

Present at the event were MRT Corp Chief Executive Officer Dato' Sri Shahril Mokhtar, Perbadanan Usahawan Nasional Berhad (PUNB) Chief Executive Officer Datuk Dzulkipli Fadzilah and CIDB Malaysia Chief Executive Officer Dato' Ir. Ahmad Asri Abdul Hamid.

MRT Corp will be working with PUNB and CIDB for the programme and the cooperation was sealed with the signing of a Memorandum of Understanding during the event.

MRT Corp Bumiputera Relations Deputy General Manager Encik Zarif Zainul delivered a short speech which introduced the programme. This was followed by Dzulkipli who talked about the success of the first MRT Young Entrepreneurs Programme (MYEP I) and how PUNB was proud to be involved in the second programme.

Ahmad Asri, who spoke after Dzulkipli, advised the participants to make full use of the opportunity that they have been given to become good contractors.

During the launch, the 14 participants who graduated from MYEP I were recognised and presented with certificates of achievement. A short video clip of testimonies highlighting the success of some of the participants was also shown during the event.

Most of the participants said they were very grateful for the chance to become contractors of the MRT Sungai Buloh-Kajang Line. They said some of the work was tough but they managed to overcome the difficulties based on what they had learnt during the training sessions under the programme.

BRIEFING ON THE SSP LINE FOR MPS, LOCAL COUNCIL REPS

By Wallace Soh Chun Hwei

MASS Rapid Transit Corporation Sdn Bhd (MRT Corp) conducted a briefing session on 13 May 2016 for Members of Parliament and local council representatives whose constituencies or areas are located along the MRT Sungai Buloh-Serdang-Putrajaya (SSP) Line.

The session was held at MRT Corp's new MRT Information Centre at Viva Residency in Jalan Sultan Azlan Shah (formerly Jalan Ipoh), Kuala Lumpur.

The main objective of the session was to brief the MPs, state representatives and local councillors on the progress of the MRT SSP Line, especially since the first viaduct work package had been awarded in late March 2016.

With the award of that and subsequent work packages, actual construction work was expected to begin very quickly.

The session was also a follow up to a similar session that was held more than a year ago.

MRT Corp SSP Line Project Director Dato' Amiruddin Ma'aris conducted the briefing. Also present at the session were MRT Corp's Director of Strategic Communications and Stakeholder Relations Dato' Najmuddin Abdullah, representatives from MMC Gamuda KVMRT (PDP SSP) Sdn Bhd, the Project

Delivery Partner for the SSP Line.

Among the MPs present were Kepong MP Dr Tan Seng Giaw, Batu MP Mr Tian Chua, Bukit Bintang MP Mr Fong Kui Lun, Cheras MP Mr Tan Kok Wai, Seputeh MP Ms Teresa Kok and Serdang MP Dr Ong Kian Ming. Titiwangsa MP Dato' Johari Abdul Ghani, who is also Finance Minister II, sent a representative to the briefing.

Representatives from various local councils, including Kuala Lumpur City Hall, Petaling Jaya City Council, Selangor Municipal Council, Subang Jaya Municipal Council, Sepang Municipal Council and Putrajaya Corporation were also present.

Among the issues raised were on public and work site safety, traffic management, flood prevention, land acquisition, future connectivity including feeder bus services, and public engagement.

Dato' Najmuddin pledged to continue such engagements with various other stakeholders as the construction of the SSP Line progressed.

"The MPs and local council representatives play an important role of bridging the communications between MRT Corp and the general public. Therefore, it is very crucial for us to keep them informed of the latest developments of the MRT Project," he said.



PROVIDING UPDATES: Amiruddin presenting to the MPs and local council representatives at the MRT Information Centre.



INFORMATIVE: Encik Mohd Nor Ibrahim, Special Officer to Titiwangsa MP Datuk Johari Abdul Ghani, checking out the Hawkeye application which allows for the 360 degree aerial view of the MRT SSP Line.



SIGN IN: Dr Tan Seng Giaw signing the attendance sheet upon arrival at the MRT Information Centre.



ALL TOGETHER: Attendees of the briefing session having a group photo taken after the event.

NEW MRT TOUCHPOINTS LAUNCHED

By Rizal Redzuan



WARM RECEPTION: The media and guests at the launch of the MRT touchpoints at the MRT Information Centre, Seri Kembangan.



ROVING: Besides having information on the MRT Project, the MRT Information Truck also has games for visitors play.



EASY ACCESS: The MRT Information Kiosk is set up in shopping complexes and other locations where there is high pedestrian traffic.

MASS Rapid Transit Corporation Sdn Bhd (MRT Corp) launched new touchpoints that will help provide information on the Klang Valley MRT Project to the public on 30 May 2016.

The new touchpoints comprise of two MRT Information Centres (MICs), a MRT Information Kiosk (MIK) and a MRT Information Truck (MIT) and will contain information geared towards the new MRT Sungai Buloh-Serdang-Putrajaya (SSP) Line, the second line of the Project.

A ceremony was held to mark the launch of the touchpoints at the Seri Kembangan MIC. The event was attended by MRT Corp SSP Line Project Director Dato' Amiruddin Ma'aris together with MMC Gamuda KVMRT (PDP SSP) Sdn Bhd Project Director Mr Param Sivalingam. MMC Gamuda is the Project Delivery Partner for the SSP Line.

In his speech during the launch, Amiruddin said the three touchpoints were being set up with one purpose in mind, that is to act as channels for members of the public to get information about the MRT Project.

"Hence the term 'touch-point' – a place or channel for the MRT Project to keep in constant touch with the public, and vice-versa," he said.

The two MICs operate out of shoplots at Viva Residency at Jalan Sultan Azlan Shah (formerly Jalan Ipoh), Kuala Lumpur and The Atmosphere Business Centre in Seri Kembangan. The address of the two MICs and their opening hours are on Page 2 of this newsletter.

The MIK consists of a booth which goes on a roadshow every two months. It is set up at shopping complexes and other locations where there is high pedestrian traffic.

The MIT on the other hand is a truck which has been converted to be a roving or mobile

information centre. It is deployed at morning and night markets, mosques and other places of worship, schools and educational institutions, property sales galleries and other public areas. It can also be deployed at specific locations upon the request from organisations or groups such as resident associations.

The current locations of the MIK and MIT and their operating hours can be obtained from the MRT Project website www.mymrt.com.my or social media platforms at MRTMalaysia.

All the touchpoints have identical facilities, such information boards with details about the Project such as the alignment, station locations, and benefits of the MRT. There is also the interactive "Hawkeye" application at these touchpoints, which displays a 360 degree aerial view of the entire alignment. Project information brochures, newsletters and other printed material are also available.

In conjunction with the launch, MRT Corp also organised a "Snap & Check-In" contest which ran from 16 May 2016 to 24 May 2016. The contest was initiated as part of an awareness campaign to attract people to visit the MRT Information Centres.

The contest participants were required to take a photo of themselves at one of the MICs and then post the picture on Facebook or Instagram. Six people who took the most creative photos won RM200 cash and MRT merchandise each.

The winners were Encik Azli Mohd Top, Mr Wong Jun Ho, Puan Sahibah Mohd Salleh, Encik Afanddy Hushni, Puan Noor Hassiemah Mohd Halim and Mr Chandra Bahadur Tamang.

They were invited to the MRT Touchpoints launching ceremony where they received their prizes.

MRT PROJECT STEPS UP ON SAFETY

By Rizal Redzuan

WITH the construction of the MRT Sungai Buloh-Serdang-Putrajaya (SSP) Line starting soon, Mass Rapid Transit Corporation Sdn Bhd (MRT Corp) and its Project Delivery Partner, MMC Gamuda KVMRT (PDP SSP) Sdn Bhd, have decided to take the initiative to raise safety standards in the construction sector.

Learning from the experience when constructing the MRT Sungai Buloh-Kajang Line, both MRT Corp and the PDP have decided that action was needed to address the root causes of worksite accidents.

To achieve this, MRT Corp has introduced five major initiatives to boost safety, health and environment (SHE) standards which will be implemented for the MRT Project. They include: construction design management, specifications and construction obligations, SHE performance scheme, safety passport scheme and master training programme.

It is hoped that with the knowledge and training gained through these initiatives, the work package

contractors will be able to improve on their SHE standards not only for the MRT Project but for all other projects that they are involved in.

To showcase these initiatives, MRT Corp held a demonstration to the media at the newly set up KVMRT Training Centre in Sungai Buloh on 10 June 2016. The training centre is where all MRT Project personnel undergo mandatory training on all aspects of SHE as required under these initiatives.

Leading the visit was MRT Corp Standard and Compliance Director, Tuan Syed Mahdhar Syed Hussain together with MRT Corp Project Director for the MRT SSP Line Dato' Amiruddin Ma'aris and MMC Gamuda Project Director Mr Param Sivalingam.

After listening to a presentation, the media were then shown the various training modules being taught at the training centre.

The first demonstration was the scaffolding training exercise where the media saw Master Trainer Encik Ahmad Nazari identify the major risks



OBSERVING CLOSELY: The media got the opportunity to witness a lifting training exercise using a one tonne concrete barrier.

when using scaffolding. He and several workers then demonstrated the safe method when using scaffolding and when working at height.

After that, they were given a demonstration of lifting using a crane. Mr Kunaselan Krishnan, who is also a Master Trainer, taught the workers the various steps to be taken when carrying out lifting, including how to check the equipment and the correct instructions to give the crane operator when lifting is done.

The media then toured the rest of the training centre where they saw the various exhibits used for training MRT Project personnel.

The visit ended with a question and answer session followed by refreshments.



FIRST-HAND EXPERIENCE: Param explaining to the media on how training on scaffolding usage and working at height is carried out.



ADDRESSING THE MEDIA: From left, Param, Amiruddin and Syed Mahdhar answering questions from the media.



LEADING THE WAY: A delegation from the Royal Institution of Surveyors Malaysia (RISM) visited the Cochrane Station on 2 June 2016.



GETTING TO KNOW MORE: MRT Corp Director of Strategic Communications and Stakeholder Relations Dato' Najmuddin Abdullah with the students of the Common Purpose Study Abroad Programme during their visit to the MRT Information Centre at Jalan Sultan Azlan Shah on 15 June 2016.



SUCCESSFUL VISIT: Delegates of the 16th UITP Asia-Pacific Assembly pose for a picture after their visit to the Sungai Buloh Depot on 18 May 2016.



FELLOWSHIP: MRT Corp Director of Strategic Communications and Stakeholder Relations Dato' Najmuddin Abdullah addressing members of the media before the breaking of fast during the MRT Corp Media Iftar on 21 June 2016.

HAPPENINGS

SPAD CHAIRMAN VISITS MRT DEPOT

By Rizal Redzuan



NERVE CENTRE: Mahdzir (second from right) explaining to Syed Hamid about the signalling system inside the Operations Control Centre.



STATE OF THE ART: Vanithashree showing the train console to Syed Hamid. The MRT trains are automatic and driverless, and the console will only be used if the train is switched to manual mode.

A DELEGATION from the Suruhanjaya Pengangkutan Awam Darat (SPAD) led by its Chairman, Tan Sri Dato’ Seri Dr Syed Hamid Albar, held a working visit to the MRT Sungai Buloh Depot on 27 May 2016.

The 35-member delegation was hosted by Mass Rapid Transit Corporation (MRT Corp) Project Director MRT Sungai Buloh-Kajang (SBK) Line Mr Marcus Karakashian, who first briefed them on the construction of the line.

He highlighted that the entire track works for the SBK Line had been completed while other works were on schedule to enable operations of the first phase between the Sungai Buloh Station and the Semantan Station to commence by December 2016.

Karakashian then brought the delegation to the Operations Control Centre where MRT Corp Signalling and Train Control Head Encik Mahdzir Ahmad gave an explanation to Syed Hamid on the signalling systems and how it controlled the activity of all the trains.

The delegation then visited the Electric Train Workshop where they were shown the trains that

had been delivered from the train assembly plant in Rasa, Hulu Selangor. It was also highlighted that there were already trains undergoing testing along the elevated tracks.

The visitors were then brought into a train where they were briefed by MRT Corp Electrical and Mechanical Systems Assistant Manager Ms Vanithashree Raja about the features of the train and the way it worked. She pointed out that there were 42 camera installed in one train set to ensure safety and operation measures were managed appropriately.

The last stop was the Infrastructure Maintenance Building where MRT Corp Depot Equipment and Maintenance Vehicle Manager Encik Azlan Mahmud explained the maintenance that would usually occur. Among these were track works, track geometry and track maintenance. A locomotive would be deployed to the track for maintenance of these components.

The hour-long visit ended with light refreshments for the visitors.



MODERN FEATURES: Karakashian (left) explaining to Syed Hamid the route display screen and other features of the MRT trains.



INSIGHT: Azlan (third from right) briefing Syed Hamid in front of the work trains in the Infrastructure Maintenance Building.

DEFINING THE ROLES OF THE OPERATOR AND ASSET OWNER

By Amalina Ghazali



OVER TO YOU: Shahril (right) and Prasarana Negara Bhd President and Group Chief Executive Officer Dato’ Azmi Abdul Aziz (left) shake hands after the exchange of the MRT Handing Over and Operating Agreement during the launch of the LRT Extension Line on 30 June 2016. The exchange of documents was witnessed by Prime Minister Dato’ Sri Mohd Najib Tun Abdul Razak.

ON 30 June 2016, Mass Rapid Transit Corporation Sdn Bhd (MRT Corp) and Rapid Rail Sdn Bhd signed the MRT Handing Over and Operating Agreement for the MRT Sungai Buloh-Kajang (SBK) Line.

This meant that MRT Corp had officially appointed Rapid Rail, a subsidiary of Prasarana Negara Bhd, to be the operator of the SBK Line. When operations begin for Phase One of the SBK Line at the end of this year, it would be Rapid Rail that will be running the system.

In view of this handover, MRT Corp felt that it was important for the roles of both MRT Corp and Rapid Rail to be clearly explained to members of the public in general and especially to the future users of the SBK Line.

In an interview with *MRT News*, MRT Corp Director of Operations and Assets Management Encik Mahmood Abdul Razak said the different roles were clearly defined in the MRT Handing Over and Operating Agreement which was signed by MRT Corp Chief Executive Officer Dato’ Sri Shahril Mokhtar and Rapid Rail Chief Executive Encik

Ahmad Nizam Mohamed Amin.

“Rapid Rail as the operator of the SBK Line, will be responsible for the day-to-day operations for both the MRT trains and the feeder buses. The license to operate will be issued by the Suruhanjaya Pengangkutan Awam Darat (SPAD) to Rapid Rail,” he said.

For handling the day-to-day operations, Rapid Rail will be able to collect and retain all fare revenue from the train and bus. It will pay MRT Corp, which remains the owner of all assets of the MRT system, an annual concession fee.

Mahmood said any other revenue that will be generated from activities other than fare collection will go to MRT Corp. Examples of such income are from retail space rent, telco and advertising.

The concession period is for 10 years with an option to extend it for a further five years.

Mahmood said as the operator, Rapid Rail and its parent Prasarana will become parties which will handle matters related to the public, regulators and the authorities.

“Rapid Rail will need to manage consumer feedback through various platforms such as social media sites. This would enable the operator to gauge or evaluate the level of service given,” he said.

Another important area covered by the agreement is maintenance of the MRT assets. This is a critical area as proper maintenance will ensure optimum performance of the assets, enabling good service levels to be enjoyed by commuters.

MRT Corp, as the asset owner, will play the role of the caretaker of the assets on behalf of the government.



NEW LOGO: The MRT Corp and Rapid Rail service logo that will be used during the operations of the MRT SBK Line.

“We need to ensure that the asset is maintained well all throughout the lifespan of the MRT,” Mahmood said, adding that this will be ensure through KPIs imposed on the operator.

As the operator, Rapid Rail will be responsible for maintaining the assets including electric trains, civil structures and buildings, systems such as communications and ticketing. Rapid Rail will be responsible for three levels of maintenance:

- Daily cleaning, inspection before daily operations, replacement of consumable materials,
- Routine preventive maintenance as prescribed by Original Equipment Manufacturer (OEM), and
- Complex preventive and corrective maintenance.

MRT Corp on the other hand, will be responsible for overhauls and specialised maintenance as well as system enhancement and renewal, which will include, among others, the refurbishment of trains and buses.

The handover to Rapid Rail will take place in two stages, reflecting the two phase operationalisation of the SBK Line.

Phase one of the MRT Sungai Buloh-Kajang (SBK) Line between the Sungai Buloh Station and the Semantan Station will be operational by the end of this year, while the remaining portion of the line from the Semantan Station to the Kajang Station will become operational under Phase Two by July next year.

COMPARISON OF ROLES	
MASS RAPID TRANSIT CORPORATION SDN BHD	RAPID RAIL SDN BHD
Asset owner	Train and bus operator
• Design and build the railway • Owner of assets including structures • Assesses performance of assets • Manage asset performance through KPIs on operator • Undertakes mid-life refurbishment of assets • Controls ancillary businesses and revenue • Retains ownership of the MRT brand	• Operates the trains and feeder buses • Retains fare revenue • Maintains assets as per manufacturers’ recommendations • Markets and promotes the service • Handles customer relations including social media handles • Operates under a unique MRT service brand